

## CONTRACTS FOR VESSELS

The Awards Are Recommended by the Naval Board.

## A UNANIMOUS DECISION

Bidders Agree to Abide by Any Reasonable Changes in the Matter of Increased Speed Requirements—Who the Successful Competitors Are—Torpedo Boat Bids.

The naval board on construction at a meeting yesterday agreed unanimously to recommend to the Secretary of the Navy that contracts for the construction of the three battleships authorized at the last session of Congress be awarded to the Cramp, of Philadelphia; the Union Iron Works, of San Francisco, and the Newport News Shipbuilding and Drydock Company, of Virginia, each concern to get one ship.

The board also agreed to recommend changes in the plans of the vessel so that the speed requirement will be more than eighteen knots. Asurances have already been received from the three ship building firms that they will abide by any reasonable changes in the plans submitted by them in order to secure the contracts.

This action of the board dispels the embarrassment experienced by the Navy Department in expecting to change the plans for the battleships after bids had been submitted, so as to provide for increased speed. According to the plans agreed upon by the construction board, the ships must show a speed development of not less than a fraction over eighteen knots.

The actual requirements will probably be about 18.5 knots. Each ship must have an indicated horsepower of 16,000, coal capacity of 2,000 tons and a steaming radius of ten thousand knots at ten knots an hour.

The plans agreed on by the board are practically those submitted by the Cramp, which provided for a tonnage of 12,500 and the Union Iron Works proposed to build a ship of 12,200 tons displacement with twenty feet added to the length. After considering all of these plans the board of construction decided in favor of its own, but similar to those of the Cramp.

The type of vessel contemplated is considered by naval experts to be the latest in its size, and the board will recommend that battleships authorized in the future be constructed on the same general plan, and the board will recommend that the armament originally designed which will result in greatly increasing the efficiency of the vessels for fighting purposes.

It was said yesterday that the reports of a controversy among the members of the board were much exaggerated, and that the unanimous agreement indicated how thoroughly in accord the board was as to the kind of ship that should be constructed.

The board also agreed on the recommendations to be made concerning the award of contracts for building the torpedo boats and torpedo boat destroyers, authorized at the last session of Congress.

The bidders favored by the board and who will undoubtedly be awarded the contracts are the Maryland Steel Company, the Bath Iron Works, John R. Trigg, of Richmond, Va.; Harlan & Hollingsworth, of Wilmington, Del.; and the Union Iron Works, of Philadelphia; the Union Iron Works, of San Francisco; the Fall River Engine Company, Charles Lawley & Sons, Boston, and the Harlan & Hollingsworth, of Bristol, R. I. It will be recommended that some of these concerns be awarded the work of constructing both destroyers and torpedo boats.

The exact division of the awards recommended cannot be ascertained. In deciding to recommend an award to the Harlan & Hollingsworth, the board was influenced by affidavits furnished by that firm that the bids had been sealed and started for Washington in plenty of time, but that the messenger was delayed by a week.

In class B, or bids submitted on plans prepared by the board, the board on construction found that several of those who entered into the competition had merely submitted the Government plans, with some features of construction, not absolutely necessary, eliminated.

Nearly all of these were rejected. Some of the bidders had made no changes in the Government plans, and in cases where the terms were reasonable these were included in the recommendation concerning the award of the contracts, however, that suggestions made by the board should be conformed to.

## CHOSEN COMMANDER-IN-CHIEF

James A. Sexton, of Chicago, Monroed by the G. A. R.

Cincinnati, Sept. 8.—James A. Sexton, of Chicago, was this evening elected commander-in-chief of the Grand Army of the Republic at the business session of the encampment at Music Hall, S. P. Mack, of Ohio, withdrew his name before the voting on the matter during the day, and Gen. Albert D. Shaw, of Chicago, and Gen. Albert D. Shaw, of Watertown, N. Y., were the only candidates. There was but one ballot and it resulted: Sexton, 424; Shaw, 131.

The Pennsylvania and Ohio delegates went for Sexton, carrying the day for him. All of New York's votes but two were for Shaw, Sexton getting the two votes.

Philadelphia was selected for the next meeting place in 1899. The vote on the meeting place was: Philadelphia, 365; Denver, 26.

The convention adjourned until tomorrow morning, when the other national board officers will be elected and all business finished.

A grave made of the door sill of Gen. Grant's boyhood home was presented to Retiring Commander-in-Chief Gobin, and he will also receive a costly past chief's badge.

The last of the parades of the encampment took place today, the civic, industrial and peace jubilee parade.

ELECTION OF OFFICERS.

The National Postoffice Clerks' Convention, Detroit, Mich., Sept. 8.—The National Postoffice Clerks' convention today the following officers were elected:

President, Thomas Donnelly, Brooklyn; first vice president, H. E. Schaumborg, Kansas City; second vice president, John F. Reinicker, Baltimore; third vice president, Miss Mary A. Lawler, Watertown, N. Y.

New Military Post.

The War Department proposes to establish a permanent military post at Matapoa Point, at the eastern end of Long Island. The Government has secured 200 acres of ground for this purpose.

81.25 To Baltimore and Re-81.25 turn via Pennsylvania Railroad.

Every Saturday and Sunday during August and September, good to return until the following Monday. All trains except the Congressional Limited.

81.25 to 81.25

## REFUSED BY THE PRESIDENT

Is Not Ready to Grant Franchises in Porto Rico.

Wall Street is rapidly coming to the front with demands upon the Administration for concessions in Porto Rico. Syndicates have been formed by the men of wealth who operate in the "Street," and they want to invest their surplus capital in the island if they can secure valuable franchises and concessions from this Government.

The President yesterday directed Adj. Gen. Corbin to inform the members of one of these syndicates that the concession for a steam railroad from Ponce to San Juan, asked for, could not be granted. The President also directed the refusal of the request of the syndicate was that the condition of Porto Rico at present will not warrant the granting of any concessions to syndicates.

## READY FOR SERVICE

The Tender Holly to Supply the Outside Light.

Baltimore, Sept. 8.—The newly rebuilt lighthouse tender Holly, which was cut in two and lengthened at the Columbian Iron Works, is now about ready to go into service, and is as good as new again. She is much handsomer and stronger now, and will be used for sea cruising in supplying the outside light.

## THE STOCK MARKET

All Interest Centered in the St. Paul Dividend.

New York, Sept. 8.—In the minds of traders on the New York Stock Exchange today, two matters only appeared worthy of attention, the rate settled upon by the directors of the St. Paul road for the dividend upon its common stock and the possibility of another flurry in call money rates.

The exchange was rife with rumors prior to and during the meeting of the St. Paul directors as to their probable decision, and the early strength of St. Paul stock was naturally considered as indicative of the satisfactory conclusion of the action taken by the St. Paul directors. The general tone was firm, in sympathy with the strength of the stock around which all interest centered. In the last half hour there was a general rush to sell, due to the fact that no advance was made in the regular dividend. St. Paul stock declined within a few minutes 4-1/2 points, the decline extended all through the list.

## New York Stock Market

Corrected daily by W. B. Hibbs & Co., members of the New York Exchange, 147 F Street.

	Open	High	Low	Close
American Spirits	134	134	133	133
American Spirits pfd.	38	38	37	37
Am. Tobacco	130	130	129	129
Am. Tobacco pfd.	35	35	34	34
Am. Tobacco pfd. 1st	35	35	34	34
Am. Tobacco pfd. 2nd	35	35	34	34
Am. Tobacco pfd. 3rd	35	35	34	34
Am. Tobacco pfd. 4th	35	35	34	34
Am. Tobacco pfd. 5th	35	35	34	34
Am. Tobacco pfd. 6th	35	35	34	34
Am. Tobacco pfd. 7th	35	35	34	34
Am. Tobacco pfd. 8th	35	35	34	34
Am. Tobacco pfd. 9th	35	35	34	34
Am. Tobacco pfd. 10th	35	35	34	34
Am. Tobacco pfd. 11th	35	35	34	34
Am. Tobacco pfd. 12th	35	35	34	34
Am. Tobacco pfd. 13th	35	35	34	34
Am. Tobacco pfd. 14th	35	35	34	34
Am. Tobacco pfd. 15th	35	35	34	34
Am. Tobacco pfd. 16th	35	35	34	34
Am. Tobacco pfd. 17th	35	35	34	34
Am. Tobacco pfd. 18th	35	35	34	34
Am. Tobacco pfd. 19th	35	35	34	34
Am. Tobacco pfd. 20th	35	35	34	34
Am. Tobacco pfd. 21st	35	35	34	34
Am. Tobacco pfd. 22nd	35	35	34	34
Am. Tobacco pfd. 23rd	35	35	34	34
Am. Tobacco pfd. 24th	35	35	34	34
Am. Tobacco pfd. 25th	35	35	34	34
Am. Tobacco pfd. 26th	35	35	34	34
Am. Tobacco pfd. 27th	35	35	34	34
Am. Tobacco pfd. 28th	35	35	34	34
Am. Tobacco pfd. 29th	35	35	34	34
Am. Tobacco pfd. 30th	35	35	34	34
Am. Tobacco pfd. 31st	35	35	34	34
Am. Tobacco pfd. 32nd	35	35	34	34
Am. Tobacco pfd. 33rd	35	35	34	34
Am. Tobacco pfd. 34th	35	35	34	34
Am. Tobacco pfd. 35th	35	35	34	34
Am. Tobacco pfd. 36th	35	35	34	34
Am. Tobacco pfd. 37th	35	35	34	34
Am. Tobacco pfd. 38th	35	35	34	34
Am. Tobacco pfd. 39th	35	35	34	34
Am. Tobacco pfd. 40th	35	35	34	34
Am. Tobacco pfd. 41st	35	35	34	34
Am. Tobacco pfd. 42nd	35	35	34	34
Am. Tobacco pfd. 43rd	35	35	34	34
Am. Tobacco pfd. 44th	35	35	34	34
Am. Tobacco pfd. 45th	35	35	34	34
Am. Tobacco pfd. 46th	35	35	34	34
Am. Tobacco pfd. 47th	35	35	34	34
Am. Tobacco pfd. 48th	35	35	34	34
Am. Tobacco pfd. 49th	35	35	34	34
Am. Tobacco pfd. 50th	35	35	34	34
Am. Tobacco pfd. 51st	35	35	34	34
Am. Tobacco pfd. 52nd	35	35	34	34
Am. Tobacco pfd. 53rd	35	35	34	34
Am. Tobacco pfd. 54th	35	35	34	34
Am. Tobacco pfd. 55th	35	35	34	34
Am. Tobacco pfd. 56th	35	35	34	34
Am. Tobacco pfd. 57th	35	35	34	34
Am. Tobacco pfd. 58th	35	35	34	34
Am. Tobacco pfd. 59th	35	35	34	34
Am. Tobacco pfd. 60th	35	35	34	34
Am. Tobacco pfd. 61st	35	35	34	34
Am. Tobacco pfd. 62nd	35	35	34	34
Am. Tobacco pfd. 63rd	35	35	34	34
Am. Tobacco pfd. 64th	35	35	34	34
Am. Tobacco pfd. 65th	35	35	34	34
Am. Tobacco pfd. 66th	35	35	34	34
Am. Tobacco pfd. 67th	35	35	34	34
Am. Tobacco pfd. 68th	35	35	34	34
Am. Tobacco pfd. 69th	35	35	34	34
Am. Tobacco pfd. 70th	35	35	34	34
Am. Tobacco pfd. 71st	35	35	34	34
Am. Tobacco pfd. 72nd	35	35	34	34
Am. Tobacco pfd. 73rd	35	35	34	34
Am. Tobacco pfd. 74th	35	35	34	34
Am. Tobacco pfd. 75th	35	35	34	34
Am. Tobacco pfd. 76th	35	35	34	34
Am. Tobacco pfd. 77th	35	35	34	34
Am. Tobacco pfd. 78th	35	35	34	34
Am. Tobacco pfd. 79th	35	35	34	34
Am. Tobacco pfd. 80th	35	35	34	34
Am. Tobacco pfd. 81st	35	35	34	34
Am. Tobacco pfd. 82nd	35	35	34	34
Am. Tobacco pfd. 83rd	35	35	34	34
Am. Tobacco pfd. 84th	35	35	34	34
Am. Tobacco pfd. 85th	35	35	34	34
Am. Tobacco pfd. 86th	35	35	34	34
Am. Tobacco pfd. 87th	35	35	34	34
Am. Tobacco pfd. 88th	35	35	34	34
Am. Tobacco pfd. 89th	35	35	34	34
Am. Tobacco pfd. 90th	35	35	34	34
Am. Tobacco pfd. 91st	35	35	34	34
Am. Tobacco pfd. 92nd	35	35	34	34
Am. Tobacco pfd. 93rd	35	35	34	34
Am. Tobacco pfd. 94th	35	35	34	34
Am. Tobacco pfd. 95th	35	35	34	34
Am. Tobacco pfd. 96th	35	35	34	34
Am. Tobacco pfd. 97th	35	35	34	34
Am. Tobacco pfd. 98th	35	35	34	34
Am. Tobacco pfd. 99th	35	35	34	34
Am. Tobacco pfd. 100th	35	35	34	34

## ADVANCE IN WHEAT

Due to Better Demand in Duluth and Minneapolis.

Chicago, Sept. 8.—Wheat was stronger today, advancing and closing 1-1/2 above yesterday. The firmness was due to a better demand and higher prices for cash wheat, both at Duluth and Minneapolis.

## Chicago Grain and Provision Market

Corrected daily by W. B. Hibbs & Co., members of the New York Exchange, 147 F Street.

Sugar tumbled with the remainder of the market yesterday, reaching 17 5/8 cents a day, a figure a good many points lower than that of Tuesday. It is the opinion of careful observers that the manipulators of the stock are desirous of lower prices at this time, and are pushing the stories of the war with the Arabuckies for a little more than they are worth. The market, however, is pushing the refined point or two of loss within the next two or three days. However, any buying of Sugar should be done at once, for the market is moving on small profits. There is every indication that the war with the Arabuckies is a certainty and that it may drive down the price of Sugar stock.